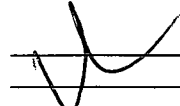
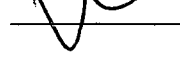


Date: Wednesday, 25/04/2007 10:09:56 AM
 User: Linda Lacelle

Process Sheet

Customer : CC-DAR01 Dart Aerospace Ltd.	Drawing Name : D3564-5
Job Number : 32054	
Estimate Number : 10804	
P.O. Number : N/A	Part Number : D35645
This Issue : 25/04/2007 S.O. No. : N/A	Drawing Number : OPEN TABS
Prsht Rev. : NC	Project Number : N/A
First Issue : N/A Type : SMALL / MED FAB	Drawing Revision : N/A
Previous Run : 00015	Material : N/A
Written By : 	Due Date : 02/05/2007 Qty: 10 Um: Each
Checked & Approved By : 	
Comment :	

Additional Product

Job Number:



Seq. #:	Machine Or Operation:	Description :
---------	-----------------------	---------------

1.0	SMALL FAB 1	SMALL & MEDIUM FAB RESOURCE 1
-----	-------------	-------------------------------



Comment: SMALL & MEDIUM FAB RESOURCE 1
 REMOVE FROM STOCK

D3564-5 B B31420

U 07-04-25
 FF 07-04-26 10

2.0	D35645	WEARSHOE
-----	--------	----------



Comment: Qty.: 1.0000 Each(s)/Unit Total: 10.0000 Each(s)
 WEARSHOE

FF 07-04-26 10

3.0	SMALL FAB 1	SMALL & MEDIUM FAB RESOURCE 1
-----	-------------	-------------------------------



Comment: SMALL & MEDIUM FAB RESOURCE 1
 OPEN TABS PER ATTACHED DRWG

FF 07-04-26 10

4.0	QC5	INSPECT WORK TO CURRENT STEP
-----	-----	------------------------------



Comment: INSPECT WORK TO CURRENT STEP

07/04/26 10

5.0	POWDER COATING	POWDER COATING
-----	----------------	----------------



Comment: POWDER COATING
 TOUCH UP AS NECESSARY

M. L. 07/05/01

10X

Date: Wednesday, 25/04/2007 10:09:56 AM
User: Linda Lacelle

Process Sheet

Customer: CC-DAR01 Dart Aerospace Ltd.

Drawing Name: D3564-5

Job Number: 32054

Part Number: D35645

Job Number:



Seq. #:

Machine Or Operation:

Description :

6.0

QC3

INSPECT POWDER COAT/CHEMICAL CONVERSION



Comment: INSPECT POWDER COAT/CHEMICAL CONVERSION

FL

07/05/01

(10)

7.0

PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1
REPACKAGE USING NEW B/N

FP-18

M/L

07/05/01

(10x)

8.0

QC21

FINAL INSPECTION/W/O RELEASE



Comment: FINAL INSPECTION/W/O RELEASE

07/05/02

(10)

Job Completion



U 07/05/02

ATTN

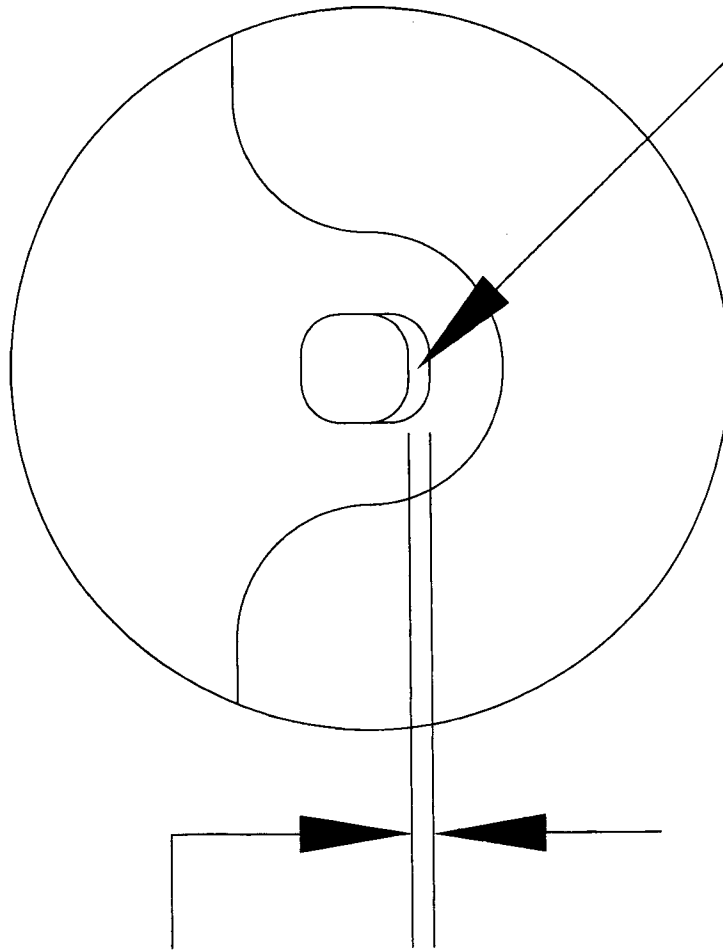
D3564-5 WEARSHOE

B31420

- USE FOR D412-742-011/-013 Assembly only
- Re-work tabs as indicated below

RH
07.04.17

REMOVE
MATERIAL



0.060

Peter Hum

From: David Shepherd [dshepherd@dartaero.com]
Sent: April 12, 2007 4:55 PM
To: 'Peter Hum'
Cc: 'Chris Provencal'; 'Jason Murdoch'; 'L Lacelle'; 'S Shahbazian'; 'Bill Beckett'; 'Jean-Luc Menard'; 'Eric Charbonneau'
Subject: RE: stainless steel wearplate with gasket tab widening

This is an acceptable deviation to me.

However, the parts have to be cleaned up considerably from what I saw in the pictures (deburred and paint touched up).

It is my understanding that these tubes are going to a high profile customer (Air Log).
 It can't be done half-assed or look like it was made to fit, in my opinion.

I can't understand why we are just finding out now that the flat pattern is 0.100" to 0.120" too narrow the day before we want to ship the parts. It seems to me this could have been tried with one small prototype piece on a couple sets of holes before we programmed and cut multiple parts on the waterjet. When I sign the drawings, I am assuming all of this stuff has been worked out. I would guess that the programmers are making the same assumption.

We have done a lot of conversions to stainless steel wearplates on other STC's (350, 412 float, 135). Have we done fitups for all of these parts to ensure that they will fit properly with the gasket?

Thanks,
 David

From: Peter Hum [mailto:phum@dartaero.com]
Sent: Thursday, April 12, 2007 2:30 PM
To: 'David Shepherd'
Cc: 'Chris Provencal'; 'Jason Murdoch'; 'L Lacelle'
Subject: stainless steel wearplate with gasket tab widening

David,

We are trying to ship a 206L/407 float skidtube with stainless steel wearplates and the rubber gasket. Upon assembly we have found that the extra thickness the gasket gives, causes a difficult fit for the wearplate.

Jason opened the holes on the tab and the bolts not fit properly, to join the wearplates to the skidtube (see the attached pictures). We would have to open up all the wearplate tabs.

Is this an acceptable deviation for this shipment?

For future shipments the flat pattern will need to be updated.

Thanks
 Peter

17/04/2007